

## ADRIATIC SAILS FOR WAR ZONE; ST. LOUIS HELD

White Star Ship, with \$10,000,000 Cargo, Saluted in Harbor

## AMERICAN LINER STEAMS TO-MORROW

Carmania and Rochambeau Leave To-day—Freighters May Arrive

The White Star liner Adriatic, biggest of all British steamships now in the merchant service between New York and Liverpool, left port yesterday just as the news of the severing of diplomatic relations with Germany had reached this city.

The American liner St. Louis, which was scheduled to depart at noon, was held in port in compliance with the suggestion made by the State Department on Friday night. She is expected to get away to-morrow.

The Adriatic had just cast off her lines and started riverward when word

of the President's decision was shouted from the pier. Instantly it travelled through the ship, and every sailorman not held back by his duties danced about the deck and shouted: "Long live the United States! Three cheers for the Stars and Stripes!" Her full passenger complement—a mere handful, twenty-three travellers—stood by the rail and joined in the jubilation of the crew.

Captain J. B. Ransom, for years master of the Baltic, who brought in survivors of the Republic nearly a decade ago, paced the bridge. He ordered the whistle to be blown in long blasts merely to warn passing craft that he was backing out, and this was mistaken by the crowd of longshoremen and detectives on the pier as a signal of approval of the President's reply to Germany.

Saluted by Craft in Harbor  
Every craft in the harbor got out its flag hurriedly and saluted the White Star liner. Thousands of cheers were wafted from the waterfront and the Battery, but never reached the vessel's bridge as she went by on her journey of defiance to the German threat of annihilation.

The Adriatic was lower in the water on this trip than she had ever been. A cargo of munitions valued at \$10,000,000 was in her hold, and on her decks were heaps of auto trucks, destined for the French front.

For nearly two years the Adriatic has been covered as a prize by the German submarines. They have watched her constantly—dozens of them—but she has always eluded them and slipped safely into Liverpool. She carried yesterday the largest and richest cargo of her history.

Captain Ransom has two hobbies—canary birds and the cello. Six warblers sang lustily when he entered his cabin from the chart room before sail-

ing yesterday. In a corner hung his favorite cello.  
"Do you expect to get over safely, captain?" asked one of his port friends.  
"I certainly do," he replied. "They are no better equipped to get me now than they were two years ago, and they have been trying it hard for all that time."

The Adriatic carries only one American citizen. He is George Washington Uridge, of San Francisco, who has important business to transact in London. The other travellers were William Allan, Frank D. Allison, Oliver E. Armstrong, Henry Coe, L. L. Curbish, James Donaldson, E. Blount Greene, A. Hay, A. Mosely, Mrs. M. J. P. Palmer, Captain L. Popham, William Prower, Wanloch Reid, R. B. Sinclair, William A. Sutherland, G. Hambleton, Alfred E. Hanlon, Mrs. Sarah Horsfall, P. C. H. Smith, Mrs. F. D. Smith, Mrs. Eileen Wainley and infant and Charles Yea.

Notwithstanding the break between the United States and Germany, the American Line officials intend to take the St. Louis with passengers and mails for Liverpool on Monday. This was agreed upon last night after consultation with the State Department.

The St. Louis was scheduled to leave port at noon yesterday, but she was short of coal at that hour and her departure was set for this afternoon. Then came advices from the State Department last night and departure was deferred until noon to-morrow.

The Manhattan and Cour, both freighters, under charter to the International Mercantile Marine Company, left port for Liverpool with the Adriatic, heavily laden. It was reported that these two vessels could be used as a blockade runner, where they would mount guns capable of protecting them until picked up by a cruiser convoy some 500 miles west of Fastnet.

Rochambeau Sails To-day  
The French liner Rochambeau, delayed by her coal supply, will sail to-day at 3 p. m. for Bordeaux. She will carry 100 passengers and a full cargo of munitions.

The Carmania, with twenty passengers, will leave for Liverpool this forenoon.

Although the departure of the Scandinavian-American liner Hellig Olaf had been indefinitely postponed, she took out her clearance papers yesterday and will await further orders from Copenhagen. Her passengers were requested to apply at the office, at 1 Broadway, for refunding of their passage money, and practically all of the tickets were presented by the holders. Her freight will not be removed, and she may sail at an hour's notice without passengers.

The White Star liner Cretic will be ready to depart for Genoa to-morrow or Tuesday.

Word was received at the American Line office yesterday that the Philadelphia was making good time, despite the mishap to her shaft, and will arrive in Liverpool at 10 p. m. to-day. The Finland, of the same line, also eastbound, reported by wireless that she expected to be in the Mersey to-morrow at 5 a. m.

No advices were received from Liverpool about the departure of the American liner New York, which was expected to sail for this port at 5 p. m. yesterday. She had a booking of 325 saloon, 325 second cabin and 550 steerage passengers.

## GERMAN SHIPS SEIZED BY U. S.

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to protect the vessel from any wilful damage.

This action followed notice to the marshal by attorneys for the National City Bank and the Guaranty Trust Company of New York that they would hold him liable for any damage to the ship to the extent of their claims, which aggregate \$2,500,000.

Ship Had \$4,000,000 Gold

The "gold ship," as the craft has come to be known, was in mid-ocean en route from New York to Liverpool when war was declared. Captain Polack turned back and found refuge in Bar Harbor, Me. She had on board \$4,000,000 in gold, consigned by the complaining banks to bankers of London and Paris. Her failure to deliver the gold caused the consignors to libel the vessel and institute proceedings to recover damages.

The ship was brought to this port and has since been in the nominal custody of the marshal, who filed a bond of \$50,000. With the developments of the new situation with Germany the banks demanded a bond of \$1,800,000 to secure them against any damage that might be done to the ship and threatening action against the marshal personally if they were not protected.

Captain Polack Protests

Marshal Mitchell appealed to Governor McCall and Mayor Curley for help, and 120 policemen were assigned to aid him. If necessary, in disposing the German sailors. However, no resistance was met with. Though Captain Polack registered a protest, declaring that it was inhuman to put his men ashore on a night when the temperature was close to zero unless provision could be made to care for them. The marshal shared this view, and after a conference with United States District Attorney Anderson and the immigration authorities it was decided to send the men to the immigration bureau for the night and possibly until they were able to make arrangements to take care of themselves.

Some of the policemen were placed on board and others stationed on the pier. About half the number that had been called out were returned to their stations.

## German Auxiliary Ships Seized at Philadelphia

Philadelphia, Feb. 3.—The local navy yard virtually was placed upon a war basis to-day.

Early to-night the interned German auxiliary cruisers Kronprinz Wilhelm and Prinz Eitel Friedrich were seized by order of the Navy Department and their crews imprisoned in an isolation barracks.

The seizure was followed by the placing of an armed guard at the yard entrance, while marines were assigned to patrol the land side limits of the government preserve. Motor boats and other light craft, with machine guns aboard, patrolled the river and prevented vessels from coming within a prescribed area.

Commandant Russell issued orders recalling shore leave of all marines and sailors. Visitors to the yard were strictly excluded.

## German Ships Taken by U. S. at Cristobal

American, Feb. 3.—Four Hamburg-American Line steamships which have been in Cristobal Harbor were seized this afternoon by the Canal Zone authorities.

Night harbor traffic at Cristobal has been stopped.

Following the seizure of the German merchantmen, Lieutenant Colonel Harding, Governor of the Canal Zone, increased the guards at the important points along the canal. All measures for the protection of the Canal were at once got under way.

## German Prize Crew Removed from Appam

Washington, Feb. 3.—Lieutenant Hans Berg and his German prize crew

were removed from the liner Appam at Newport News, Va., to-day by coast guard cutters under direction of a United States marshal.

The ship is in the custody of the Federal court pending appeal to the Supreme Court from a decision awarding her to her British owners.

Lieutenant Berg notified the embassy here by long distance telephone. He had been allowed to retain possession of the vessel under bond given by the German government.

## SWEDEN'S KING IN DENMARK; CALLS ON DANISH RULER

Copenhagen Excited, Despite Denial of Political Significance

Copenhagen, Feb. 3.—King Gustave of Sweden arrived here to-day on board the torpedo cruiser Clas Ugglas, escorted by torpedo boats and an ice-breaker. He was received by King Christian and the Danish princes and was cordially greeted by the public. King Gustave will remain here until Sunday afternoon. Although it was officially stated that his visit was private and without political significance, his presence here during the present situation excites great interest.

The Manhattan and Cour, both freighters, under charter to the International Mercantile Marine Company, left port for Liverpool with the Adriatic, heavily laden. It was reported that these two vessels could be used as a blockade runner, where they would mount guns capable of protecting them until picked up by a cruiser convoy some 500 miles west of Fastnet.

## GERMANS AT SAYVILLE TO GO

Sayville, Long Island, Feb. 3.—Lieutenant Lindsay, government censor at the wireless station here, said this afternoon that the station would not be closed, but that changes would be made in the personnel of the station force.

There are about sixty men at the station. Several are Germans who obtained employment with the Atlantic Construction Company, which built the plant and operated it until the government took charge.

## SECRET SERVICE READY FOR SPIES

Government Agencies Plan to Protect Nation and Property

(From The Tribune Bureau)

Washington, Feb. 3.—The utmost secrecy to-night shrouded all plans of the Secret Service and the special corps of secret agents of the Department of Justice, but indications were that much was being done, and in many sections of the country, with a view to preventing the possibility of outrages being committed by German sympathizers in the United States.

In the Senate the Judiciary Committee took up the bills providing adequate punishment for neutrality violations which have been slumbering since the Administration had them introduced, at the beginning of the last session of Congress. It is realized, however, that the same sort of violations will now amount to treason or spying, with death penalties attached, so there is not so much need for that sort of legislation, except during the probably brief period ahead between the break in diplomatic relations and the actual declaration of war.

Most Senators, in talking over this subject, were of the opinion that long before a law could be passed war would have been declared, and the law made thereby unnecessary.

The principal duty of the secret agencies will be to prevent such outrages as the dynamiting of munitions plants, arsenals, navy yards, railroad terminals, docks and ships. The men have had good training in this work

during the last few years, and for the most part are fairly familiar with the men with whom they will have to deal, always excepting, of course, the cranks. One of the most expert of the government's "neutrality squad" declared to-day that the problem had grown much more simple since the departure from the German Embassy of Boy-Ed and von Papen, though, of course, the scope of their work would now be greatly broadened.

"It is always much simpler to deal with cranks," he added, "than with an organized propaganda directed by capable brains, such as these fellows surely had for a long time."

Prepared for Outbreaks

The general hope is being expressed that the violent German-Americans and unassimilated Germans who have virtually made America their home will not make any trouble, but, under the surface, preparations are being made to anticipate anything which might happen.

An attempt to sink the torpedo boat Jacob Jones at Philadelphia to-day is recognized as an instance of some of the things which may be expected, but on the whole all the agencies of the government believe they have made preparations to meet such exigencies or are prepared to meet them as they arise.

An important measure, whose passage is sought, would make the following provisions:

Authorize collectors of customs, "at any time during war between foreign nations," to inspect any private vessel within American jurisdiction for evidence of attempts to violate the statutes of the United States or the law of nations.

Regulate the issue of passports and provide five years' imprisonment for their forgery or falsely representing the facts to obtain one.

Authorize the arrest and return to the proper place of any officer or man belonging to the forces of a belligerent who has left his place of internment in this country, and make it a crime for any one to aid or entice an interned person to leave.

Proscribe new regulations for the

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If your journey lies to the South, if you are going to play an important part in Society's mid-Winter festivities—or lo! under colorful parasols on glistening beaches, make it a special point to see what I am showing for Southland wear.

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issue and service of search warrants and warrants for seizure and detention of property so as to permit issue of such warrants to any authorized civil, naval or military officer of the United States upon proper application to a court or the United States Commissioner where the facts show ground for belief that the law of nations or treaty obligations or United States statutes are violated.

Make more stringent the prohibitions against export of arms to be used against a friendly nation and those against revolutionary conspiracies

against a friendly nation fomented in this country.

Punish with ten years' imprisonment any person setting fire to, tampering with the motive power of, placing bonds on any ship within the United States or of American registry on the high seas with intent to injure the vessel or her cargo or of persons on board.

Impose ten years' imprisonment for wilful interference with commerce by injury or destruction to places where the instrumentalities of such commerce are stored, produced or manufactured.

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Small Groups of remaining Winter Apparel—are scheduled for absolute clearance—at new low prices—for this week—

Handsome Gowns & Dresses  
for Afternoon—Reception and Evening wear—  
Formerly \$95, \$125, \$195 to \$295  
at \$45—\$65—\$95

Remaining High-cost Evening Wraps—Luxuriously Fur-trimmed at Half-price and Less  
Formerly ranging from \$300 to \$600

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Formerly to \$195—at \$48 & \$68

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A FEW REMAINING CLOTH COATS—  
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High-Quality Furs  
at Absurdly Low Prices  
Scarfs—Stoles—Capes and Jaquettes  
of Ermine, Skunk, Mole and Seal.

\$45—\$75—\$95 to \$395  
Formerly \$95, \$145, \$195 to \$595

Separate Muffs  
of Kolinsky, Skunk, Beaver, Mole, Mink and Fox  
\$18—\$25—\$35—\$55 to \$65  
Formerly \$30, \$55, \$75, \$95 to \$150

Fashionable Fur Coats  
plain, or trimmed with contrasting furs  
(Including Imported models)  
\$95—\$195—\$245—\$295  
Formerly \$175, \$325, \$450 to \$575

\$195 and \$225 Fox Sets at \$95  
White Fox—Cross Fox—Slate Fox—Red Fox

Luxurious Fur Coats  
at very great reductions  
\$10000 Hudson Bay Sable Coat.....\$4000  
\$1850 Handsome Broadtail Coat.....\$1050  
\$1700 Moire Caracul Coat.....\$950  
\$795 Imported Mole Coat.....\$395

# The Quest of the Chinese Rug

With the Imperial city of Peking as their goal, nearly a score of America's Rug experts hastened to the Orient. For the Chinese Rug dominated decorative schemes, and the demand, at that time—a year ago—far exceeded the supply.

Noting the eagerness of the American buyers and their keen rivalry for his wares, the Chinese merchant, greedy for gain, boosted his prices. Rugs on the loom, Rugs contracted for at a fixed price, were sold and resold at tremendous advances.

And the Americans bought wildly, "plunged," regardless of values, for at any price

## The United States Must Have Chinese Rugs

To the Oriental mind the situation presented immense future possibilities, and when the American buyers had departed, the native merchants formed a combine. Banks advanced money; huge quantities of wool were purchased; hundreds busied themselves at the looms.

But when the Rugs were finished, purchasers there were none!

Weeks passed—the Orientals, unused to large enterprises, became the prey of mutual distrust. Banks demanded payment; the wool dealers clamored for their money, the weavers for their wage.

## The Market Showed a Marked Decline

At this critical juncture cables flashed back and forth and orders placed at the psychological moment saved the day. Incidentally Lord & Taylor became possessors of one of the largest and finest collections of Chinese Rugs in America—Rugs that we can sell

## At 25% to 33 1/3% Less

Than the Same Rugs Could Be Sold For Under Former Purchasing Conditions

The collection now displayed on the Fifth Floor will delight every lover of Chinese Arts and Handicraft. While the symbolism of the designs is correct, the patterns have been modified so that they have nothing of the bizarre or the grotesque; motifs are smaller, details finer.

The colorings are soft, dull, warm, harmonious; tones of taupe, mahogany, blue, mulberry, gold and copper, subtly blended to accord with present day decorative ideas.

Approximate Sizes.		Approximate Sizes.	
3 x 5 feet.....	\$25.00 to \$50.00	9 x 12 feet.....	\$175.00 to \$395.00
4 x 7 feet.....	\$45.00 to \$125.00	10 x 14 feet.....	\$325.00 to \$575.00
6 x 9 feet.....	\$85.00 to \$195.00	12 x 15 feet.....	\$495.00 to \$795.00
8 x 10 feet.....	\$125.00 to \$275.00	12 x 18 feet.....	\$450.00 to \$995.00

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